

# BookletChart™

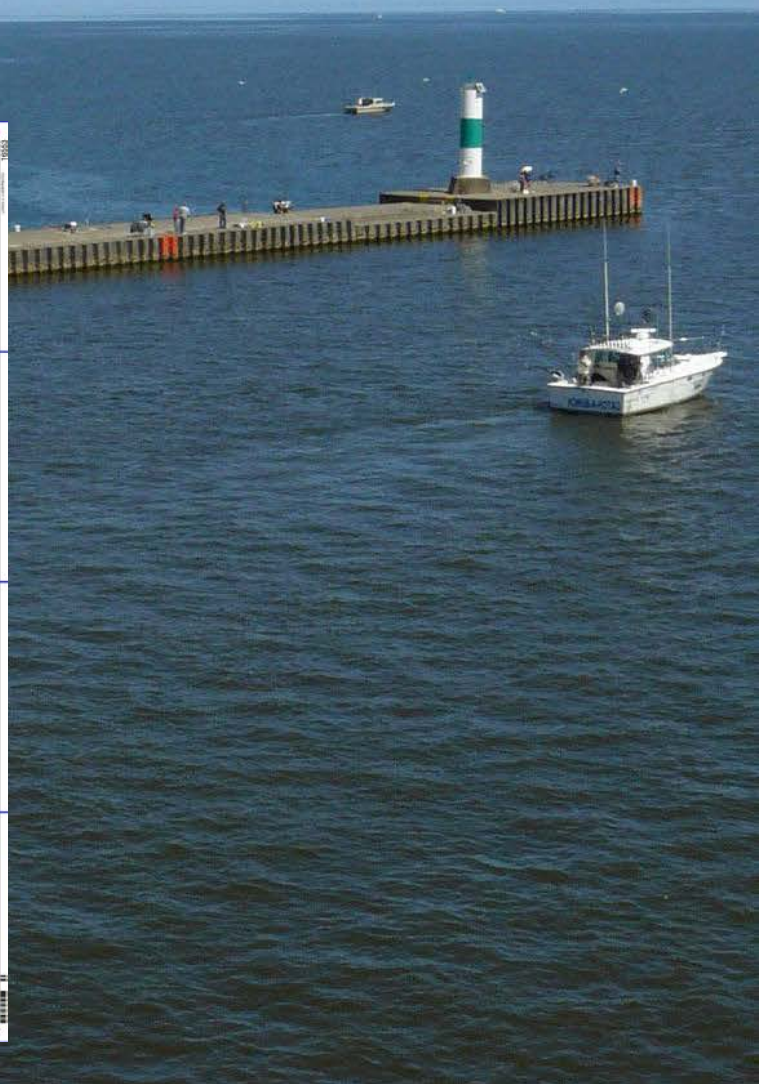
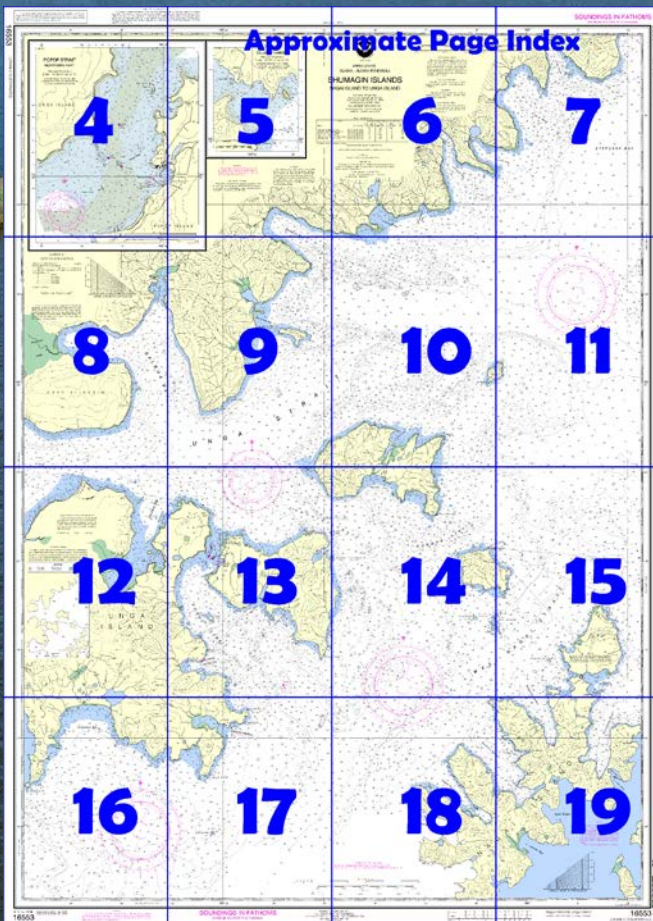


## ***Shumagin Islands – Nagai Island to Unga Island*** **NOAA Chart 16553**

***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16553>.



**(Selected Excerpts from Coast Pilot)**

**Humboldt Harbor**, on the E side of Popof Strait 1.3 miles NE of Sand Point, is an excellent shelter with good holding ground. Sometimes a second anchor is needed to prevent dragging during strong SW winds. Vessels can anchor in 10 fathoms 0.3 mile offshore with Humboldt Harbor Breakwater Light 2 bearing **105°** and Popof Strait Entrance Light 1 bearing **005°**.

A small-boat basin, protected by breakwaters, is in Humboldt Harbor. The S breakwater is marked by two lights; the N breakwater is marked at the S end by a light. In 2010, the controlling depth in the entrance and harbor basin channel was 18 feet except for lesser depths near the head of the

channel along the SE side. In 2010, except for lesser depths along the sides, depths in the basin were generally 8 to 18 feet. The basin provides moorage for 148 craft. The **harbormaster** assigns berths. The harbormaster's office monitors VHF-FM channel 6.

A small boat basin, protected by jetties, is just S of Humboldt Harbor. In 2010, depths in the basin were 16.5 to 18.5 feet.

**Sand Point**, on the N side of Humboldt Harbor, is a fishing port. The westernmost wharf at the village has a 300-foot face with 24 feet alongside. A machine shop at the plant can make minor repairs to vessels. The oil wharf, the easternmost and smaller of the two, has a 60-foot face with 15 feet alongside.

The freight dock, known locally as the ferry dock, is located at the end of the S breakwater of the small boat basin and has a 200-foot face with 30 feet alongside. Dolphins lie 80 feet off each end for mooring large vessels. This pier is used by the Alaska State Ferry and is operated by the Harbormaster, who can be reached via VHF-FM radio or phone at 907-383-2331.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Gasoline, diesel, water, and maritime supplies are readily available. A travel-lift is available in the small boat basin.

The Alaska State Ferry System has monthly service available during the summer months. Air service is available 6 times weekly to Anchorage. The municipal airport and two wharves are located on the N side of the spit at Sand Point.

The easternmost pier is owned by Peter Pan Seafood; 200-foot face with 20 feet alongside. The western pier, owned by Trident Seafoods, is in poor condition and inaccessible to vehicles.

**Pilotage, Humboldt Harbor.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

The Alaska Peninsula is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for pilot pickup stations and other details.)

**Unga Island**, the largest and most important of the Shumagin group, has several large indentations, among which are Baralof Bay and Delarof Harbor on the E side and Zachary Bay on the N. It is quite mountainous, especially the E half. The W half is comparatively low, that part W of Zachary Bay having somewhat rolling topography. The highest mountains are just SE of Zachary Bay, a 2,270-foot peak being the highest. In general, the shoreline is rocky and precipitous. The S and W coasts are particularly foul. Near the W end of the N shore is a 3-mile-long sand beach with sand dunes immediately behind.

The E coast of Unga Island should be cleared by 1 mile to avoid the several offshore dangers, particularly the 4-fathom shoal 0.5 mile offshore and the ½-fathom rock 0.3 mile offshore between Baralof Bay and Delarof Harbor.

N of Baralof Bay the shore is mostly foul. A few settlers live along the coast. A fishing station is in the bight W of **Hardscratch Point**, 3.3 miles S of Sand Point.

**Baralof Bay**, 5 miles S of Sand Point, is a good anchorage except in heavy E weather. **Baralof Bay Light** (55°14'20"N., 160°32'09"W.), 60 feet (18.3 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the N entrance point.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

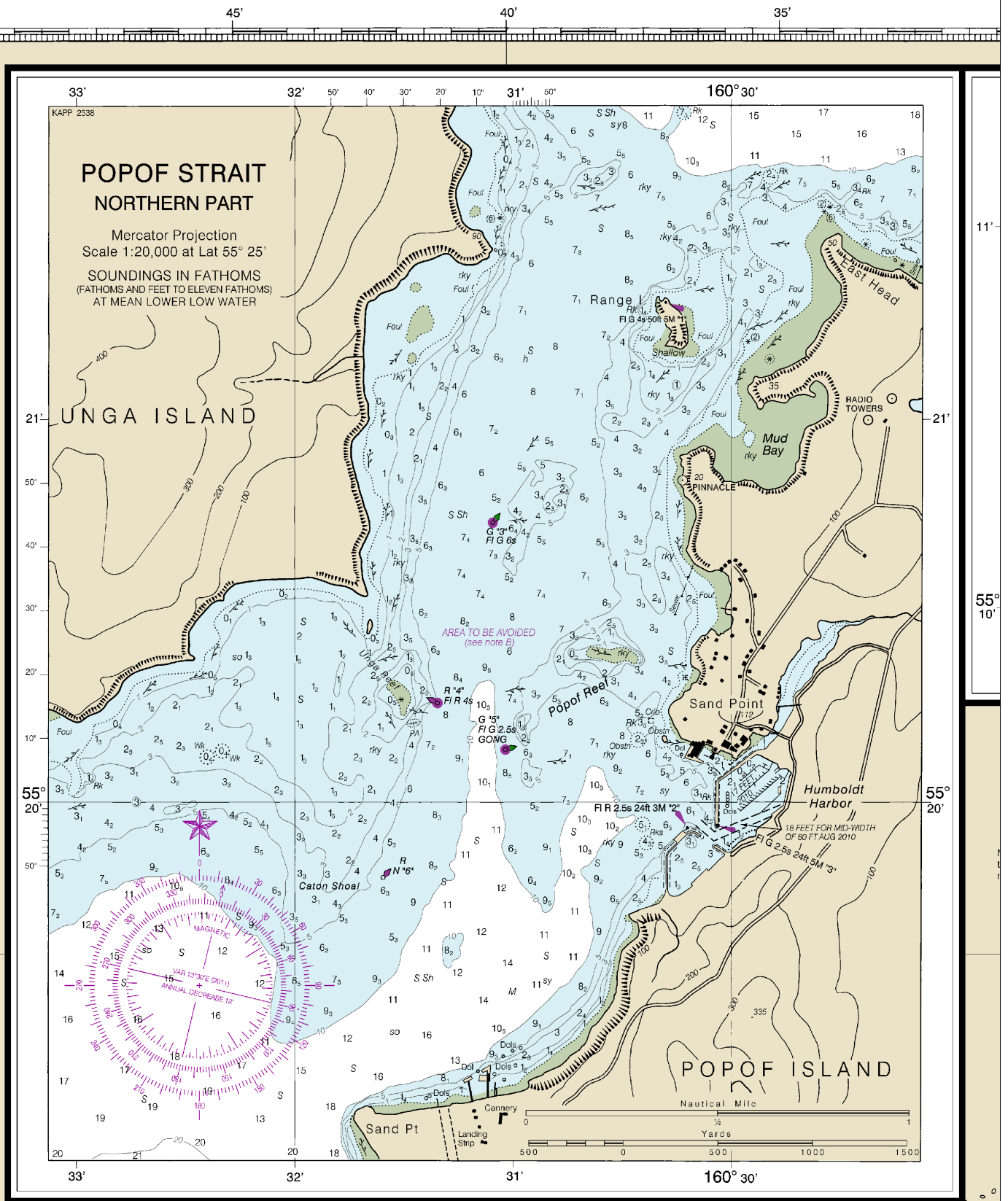
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

16553



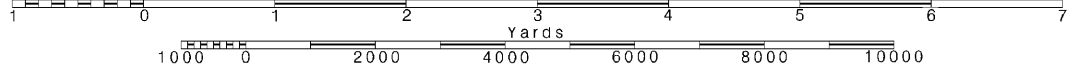
Joins page 8

Printed at reduced scale.

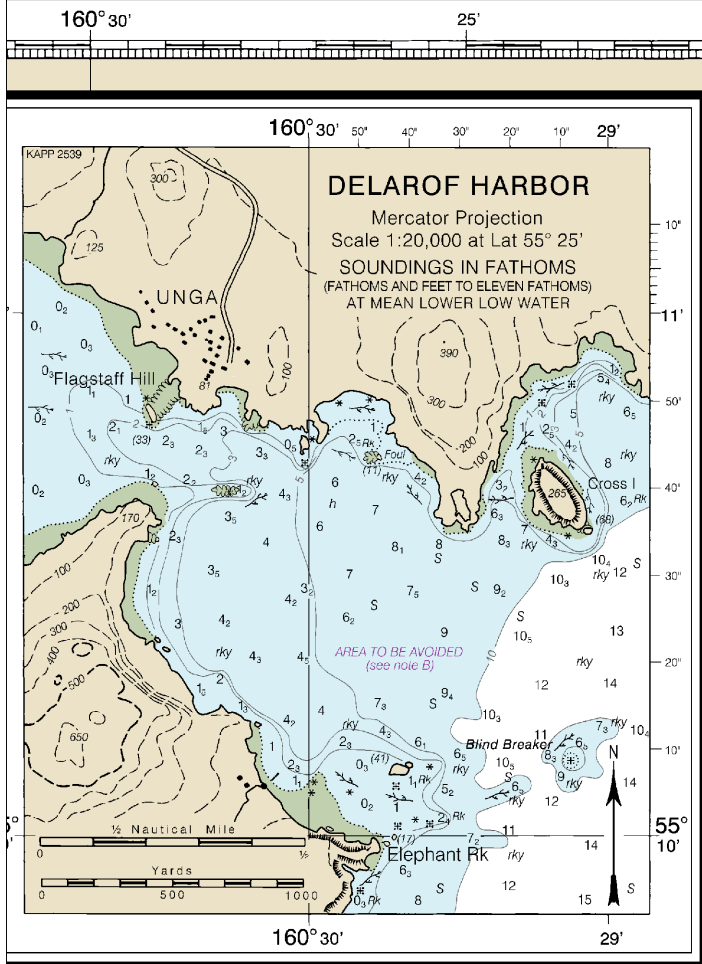
SCALE 1:80,000  
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



4

**WARNING**

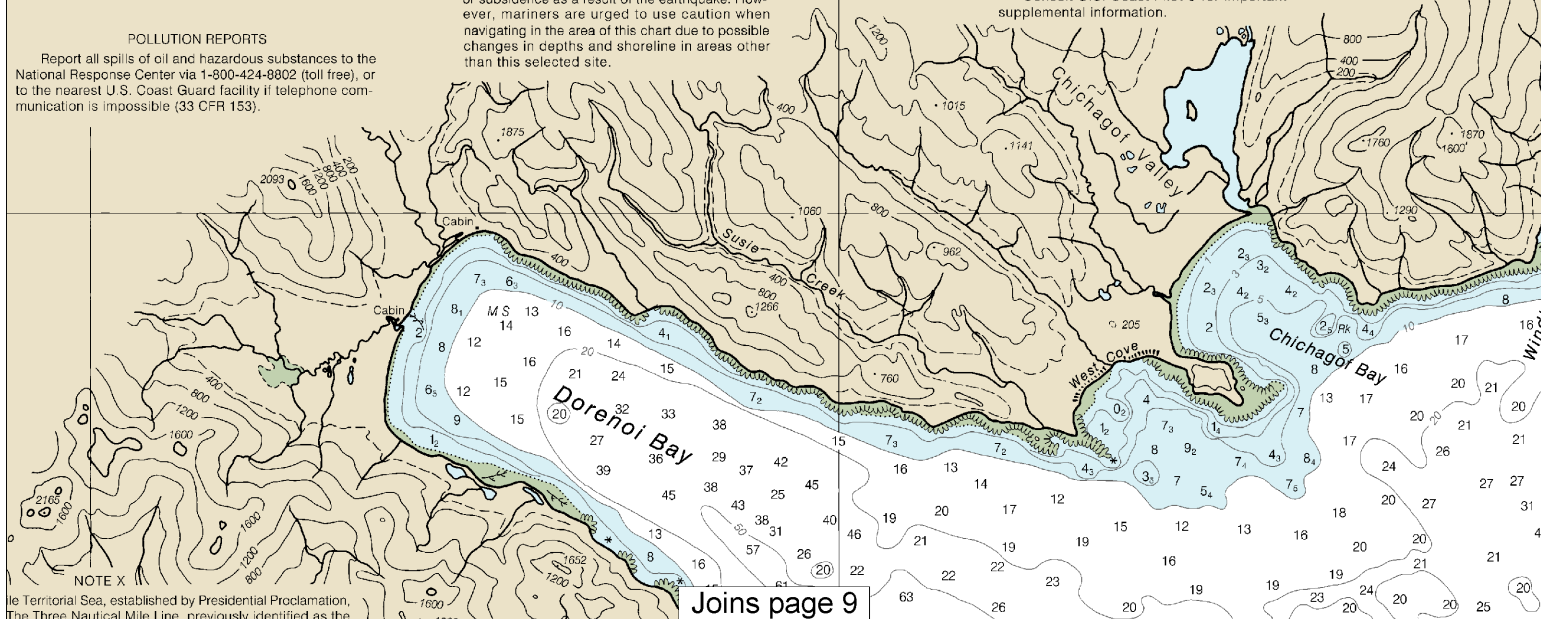
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**POLLUTION REPORTS**

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**CAUTION**

Tidal observations made by the National Ocean Service at Sand Pt., Popof Island, since the earthquake of March 27, 1964 indicated no bottom uplift or subsidence as a result of the earthquake. However, mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline in areas other than this selected site.

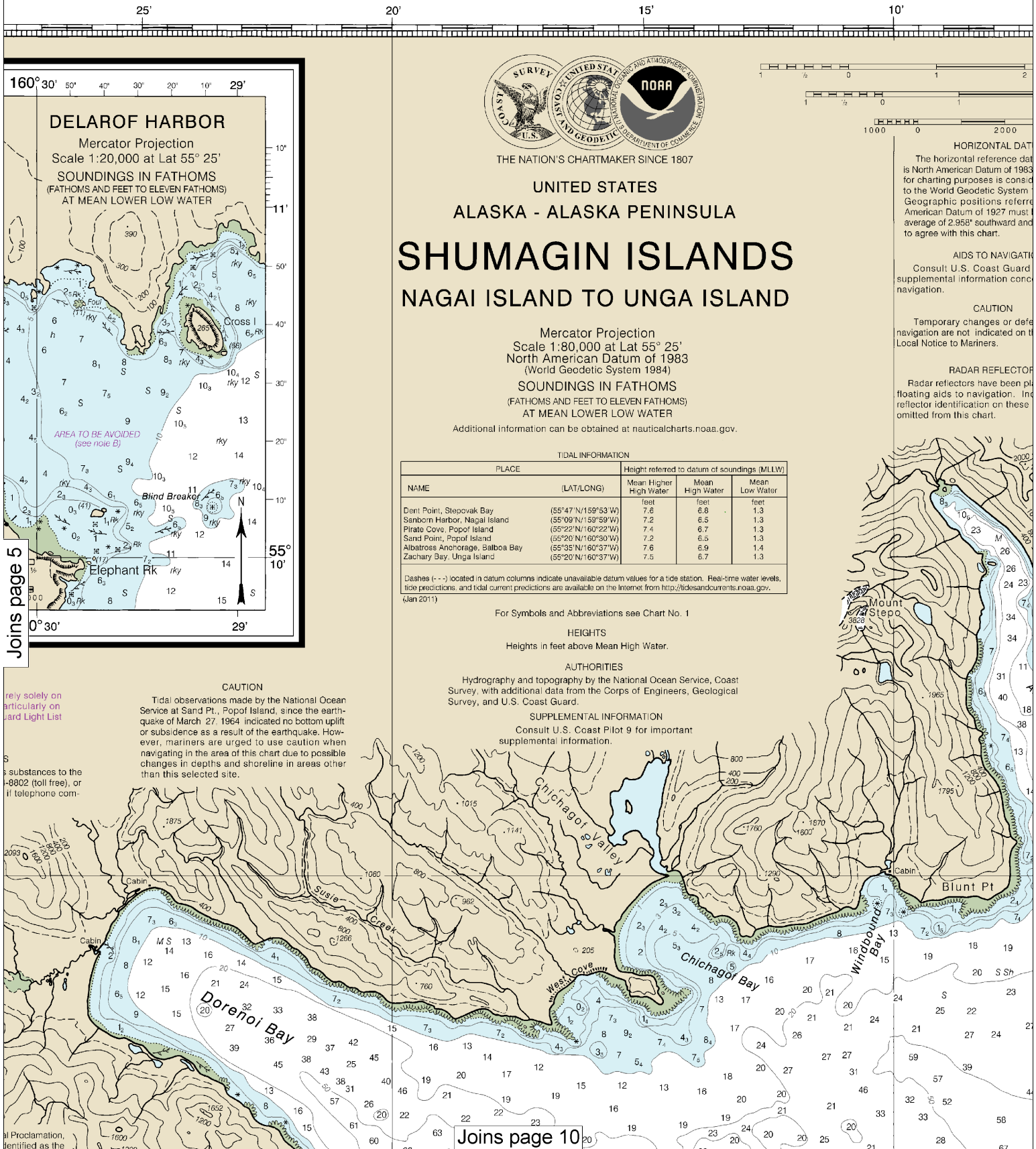


Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

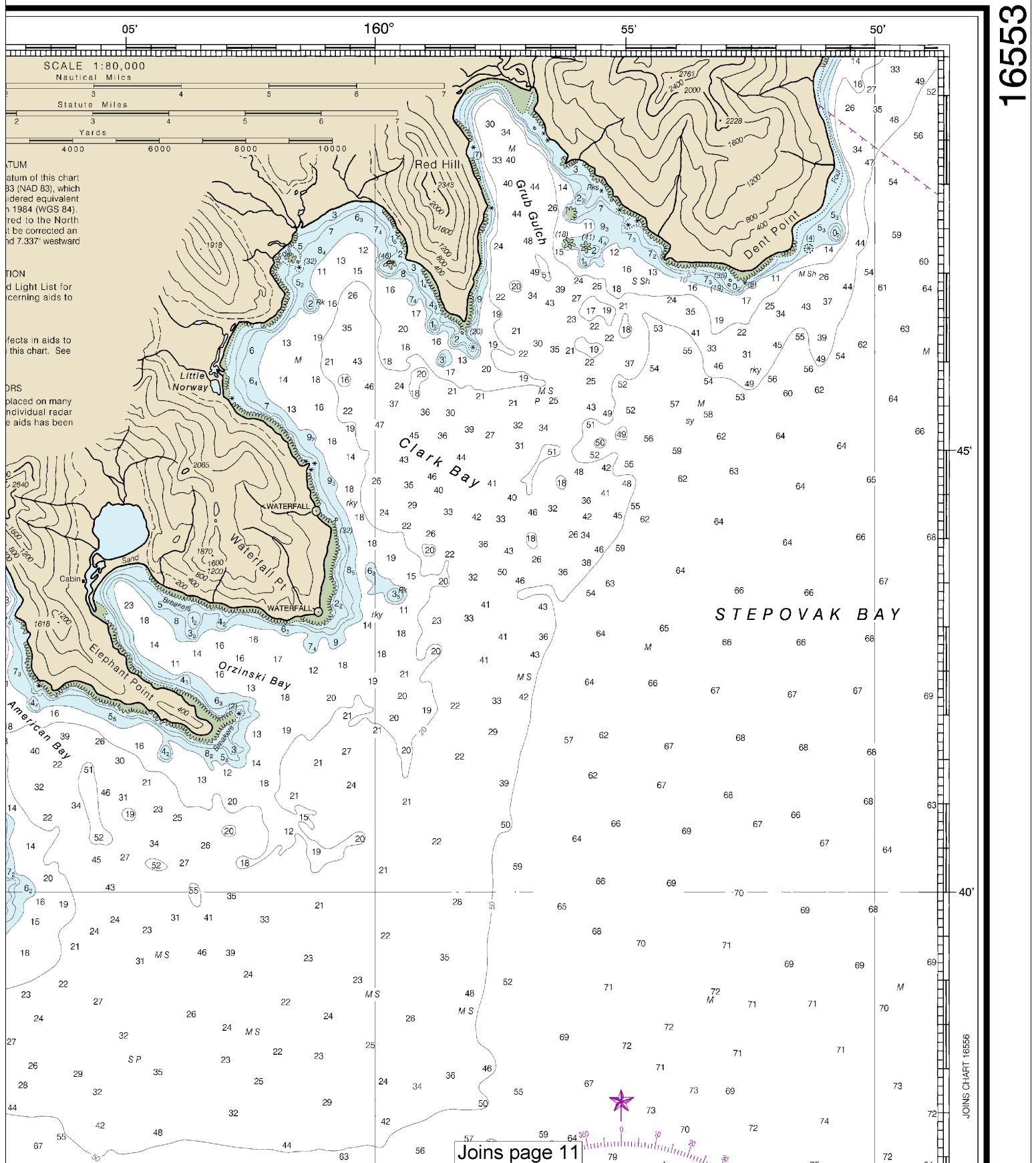




# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

16553



Last Correction: 12/10/2015. Cleared through:  
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

7

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

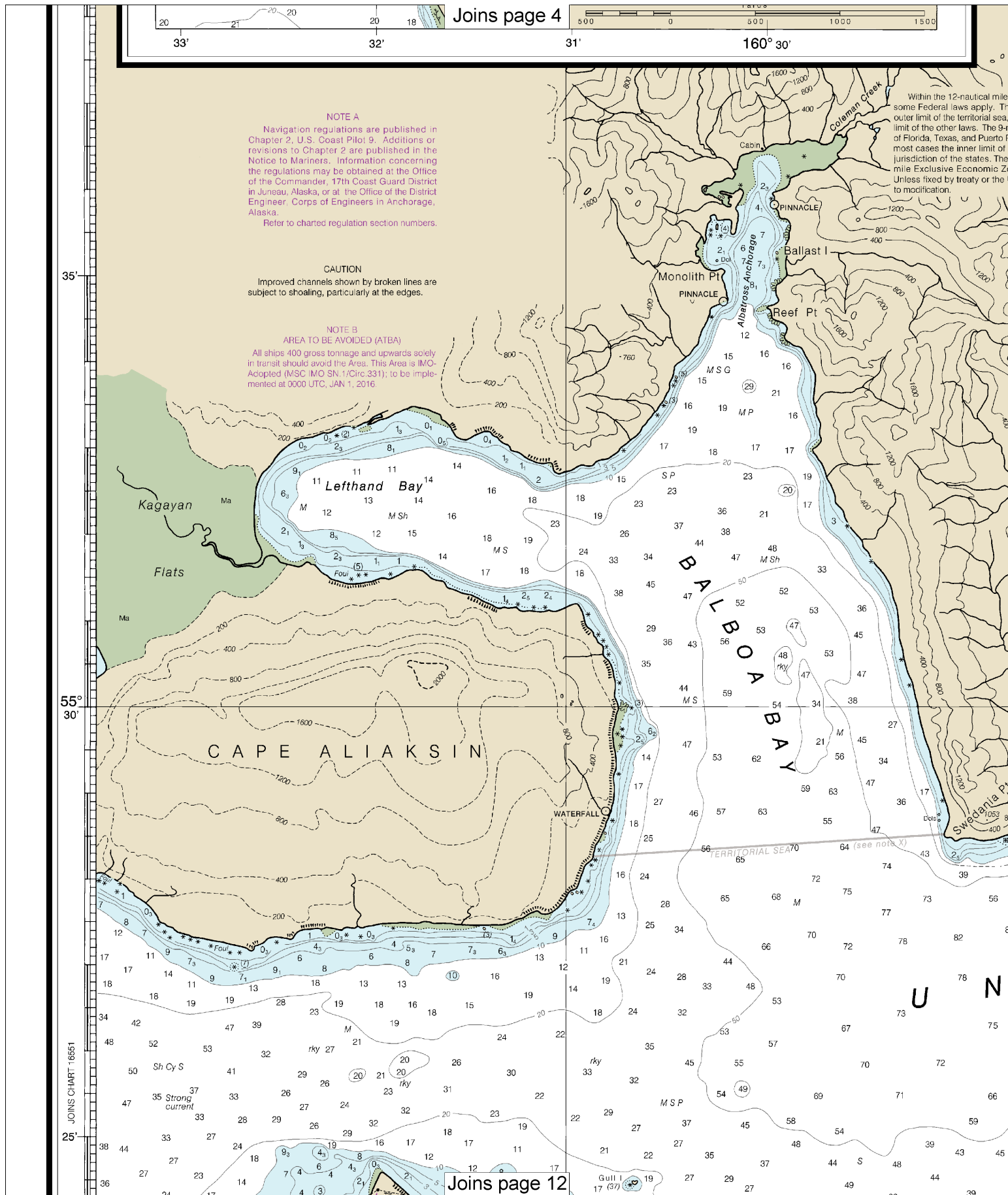
**CAUTION**

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B  
AREA TO BE AVOIDED (ATBA)

All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

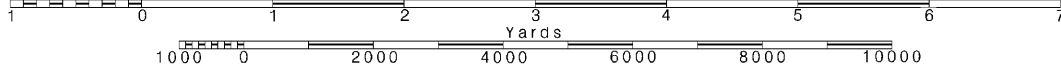
Within the 12-nautical mile zone, some Federal laws apply. The outer limit of the territorial sea is the limit of the other laws. The 9-nautical mile limit of Florida, Texas, and Puerto Rico is the most cases the inner limit of jurisdiction of the states. The 12-nautical mile Exclusive Economic Zone. Unless fixed by treaty or the law, to modification.



Printed at reduced scale.

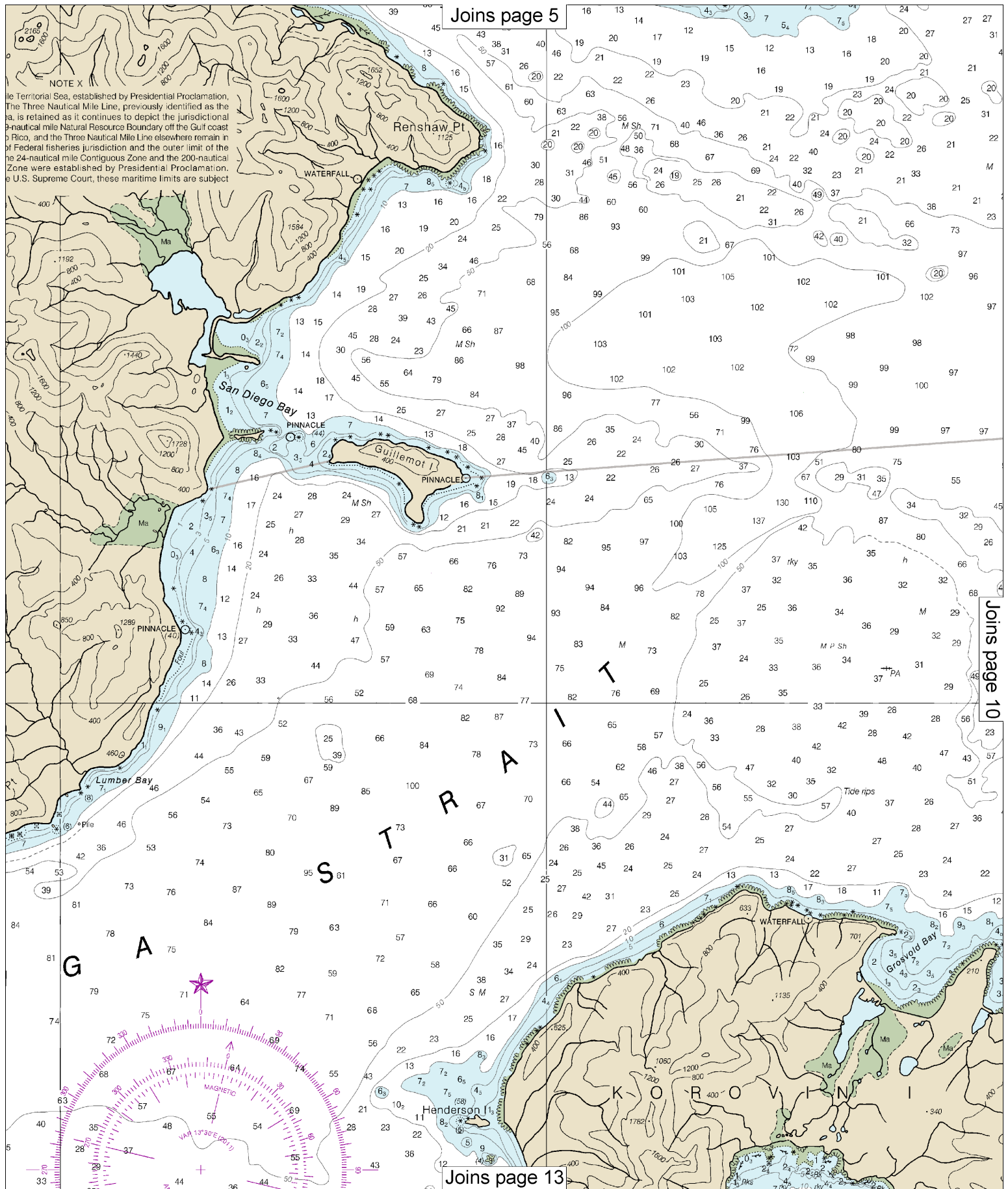
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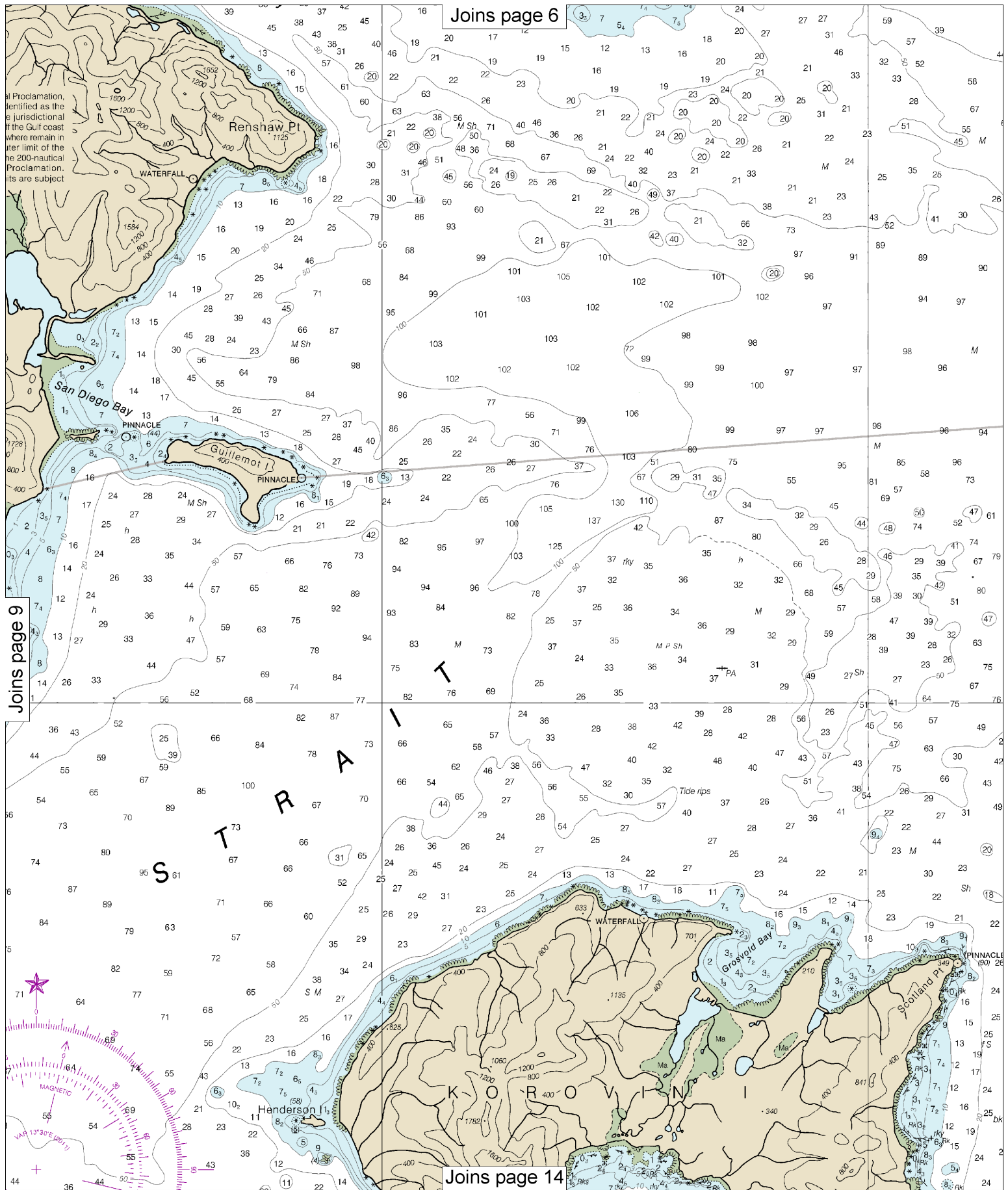
See Note on page 5.



Note: Chart grid lines are aligned with true north.







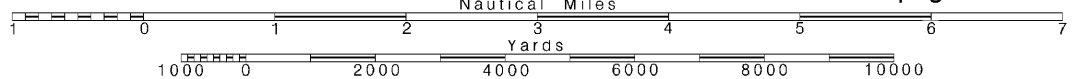
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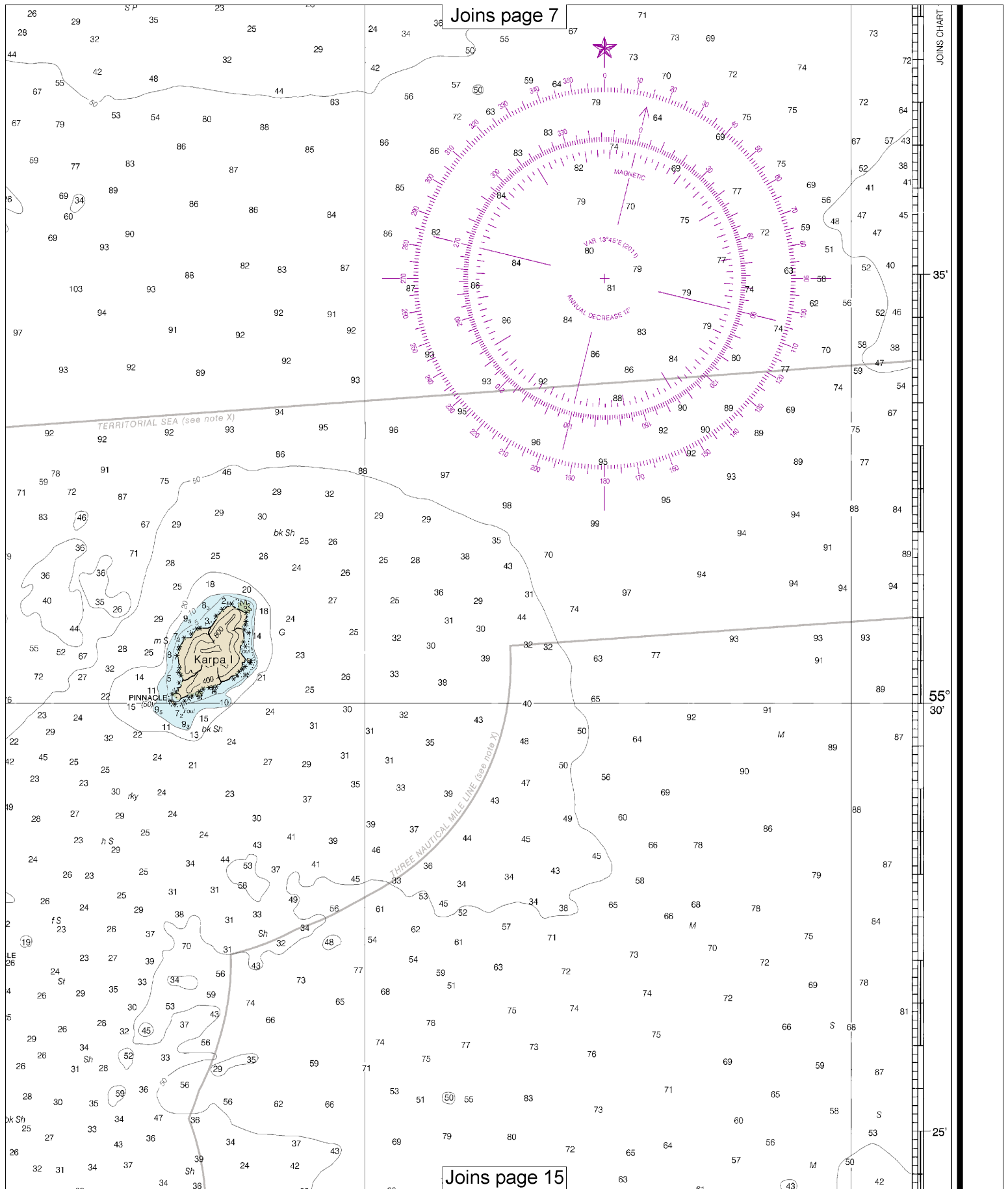
Note: Chart grid lines are aligned with true north.

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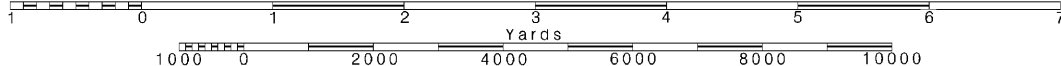
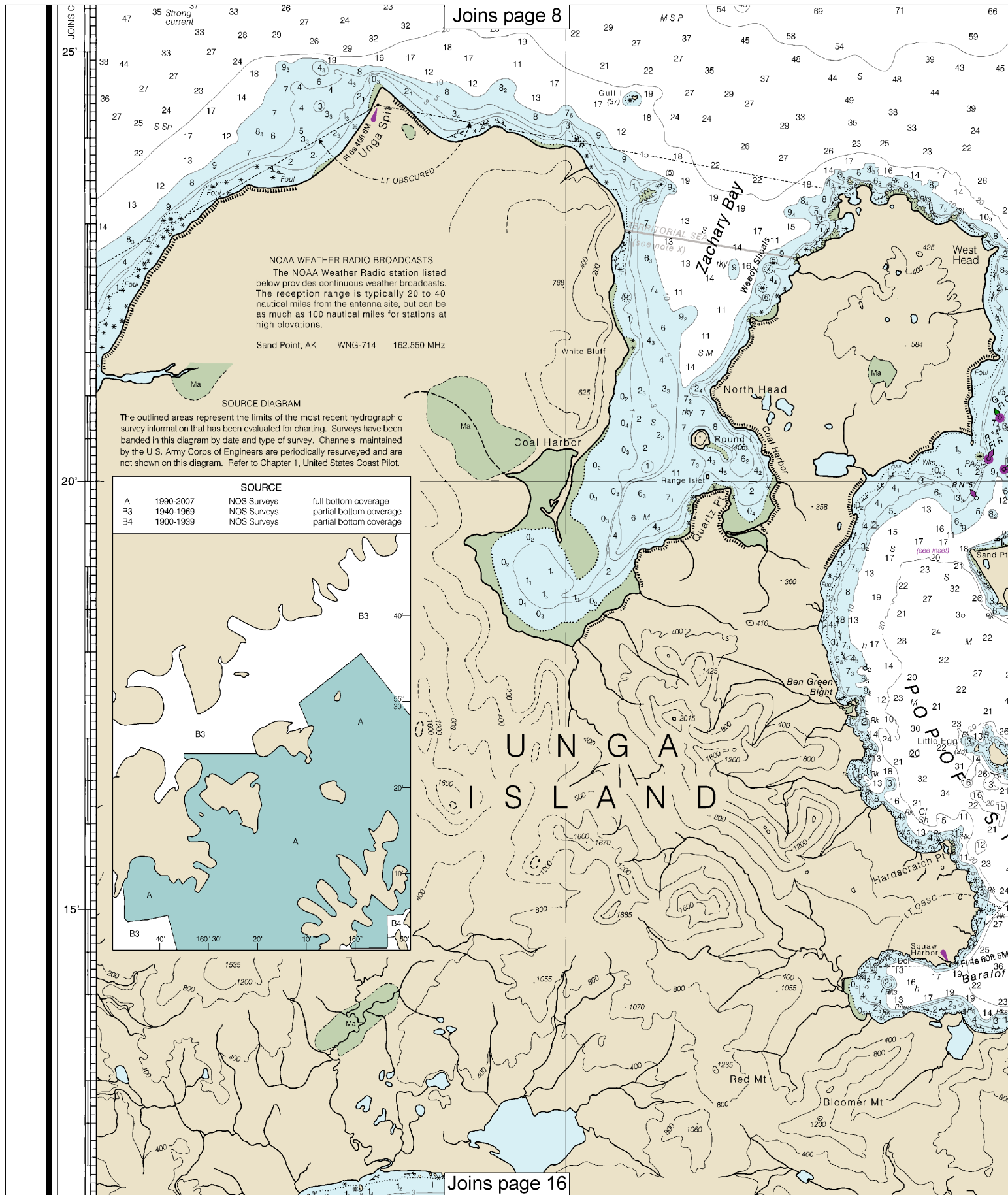
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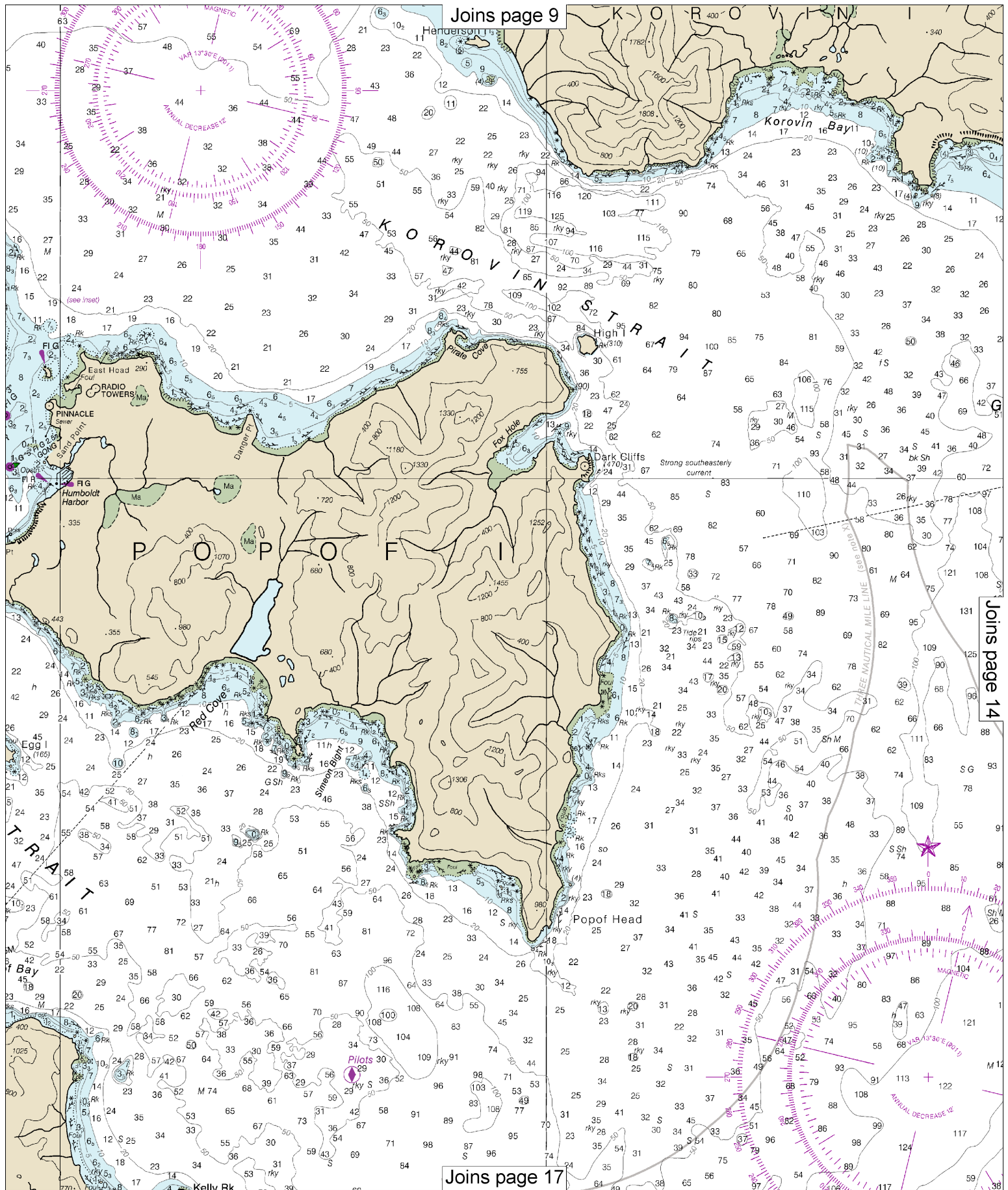
See Note on page 5.

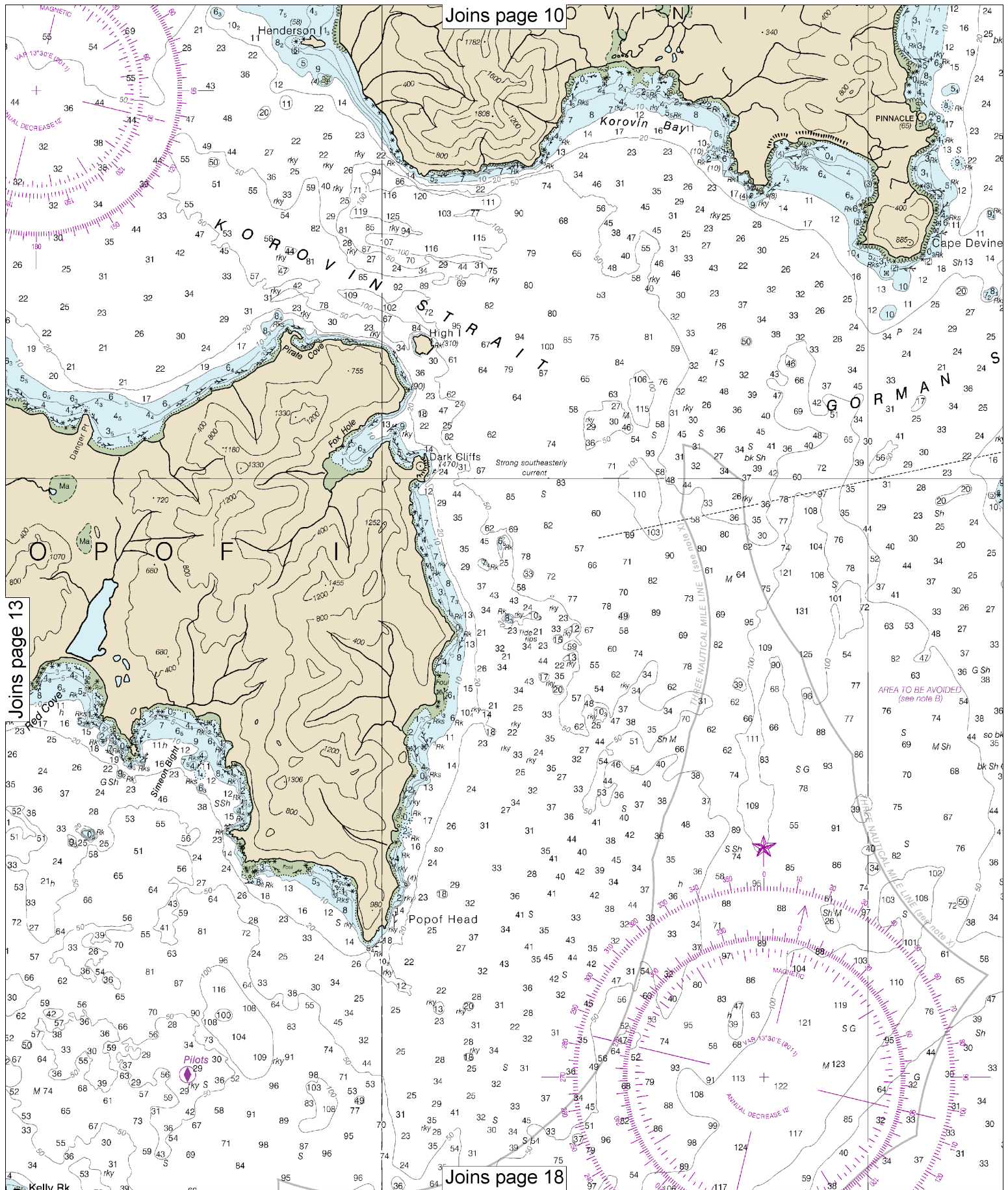












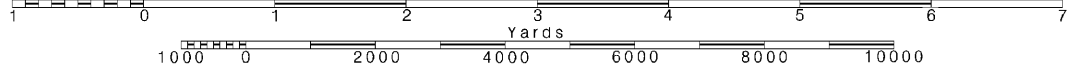
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Note: Chart grid lines are aligned with true north.

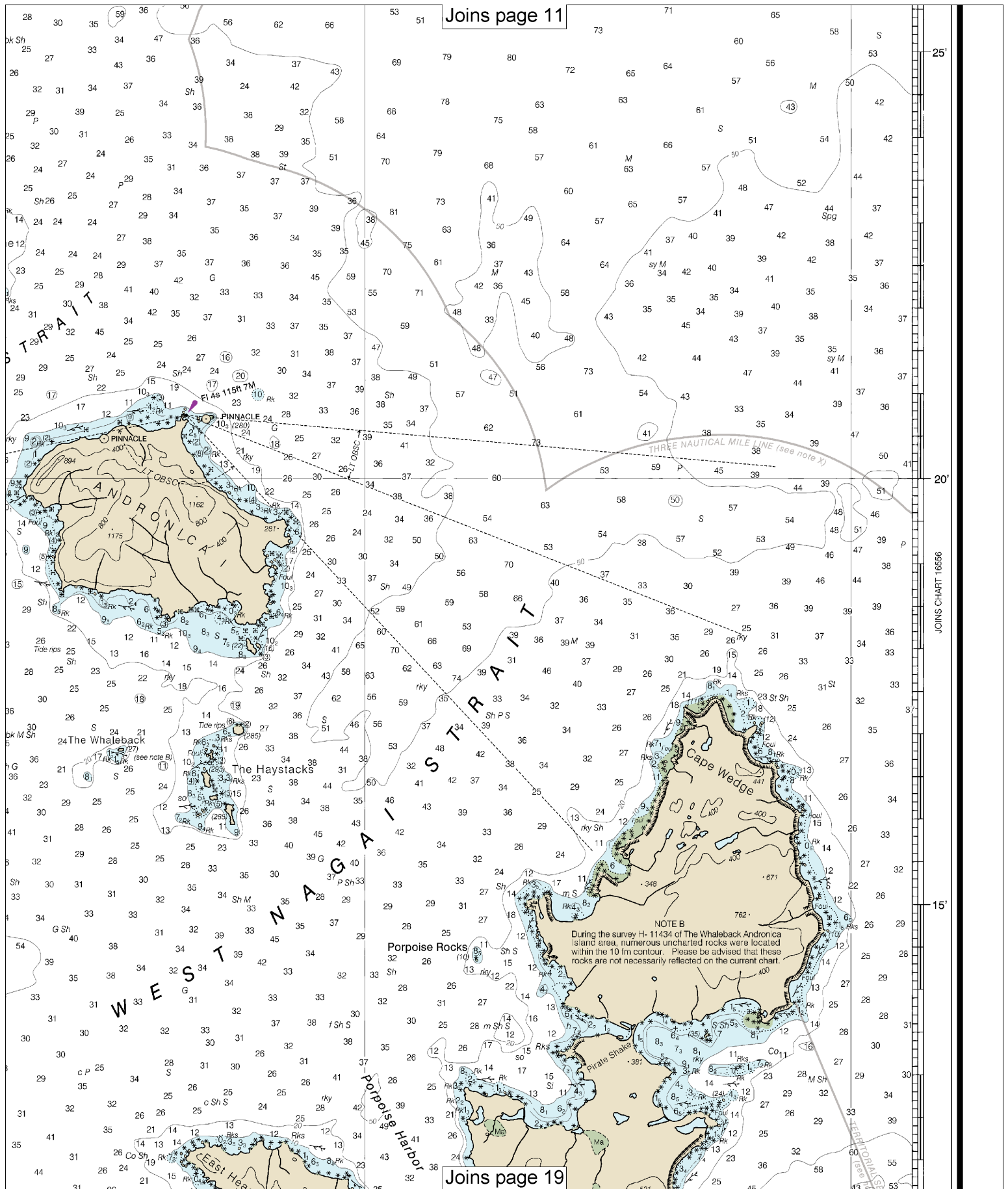
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

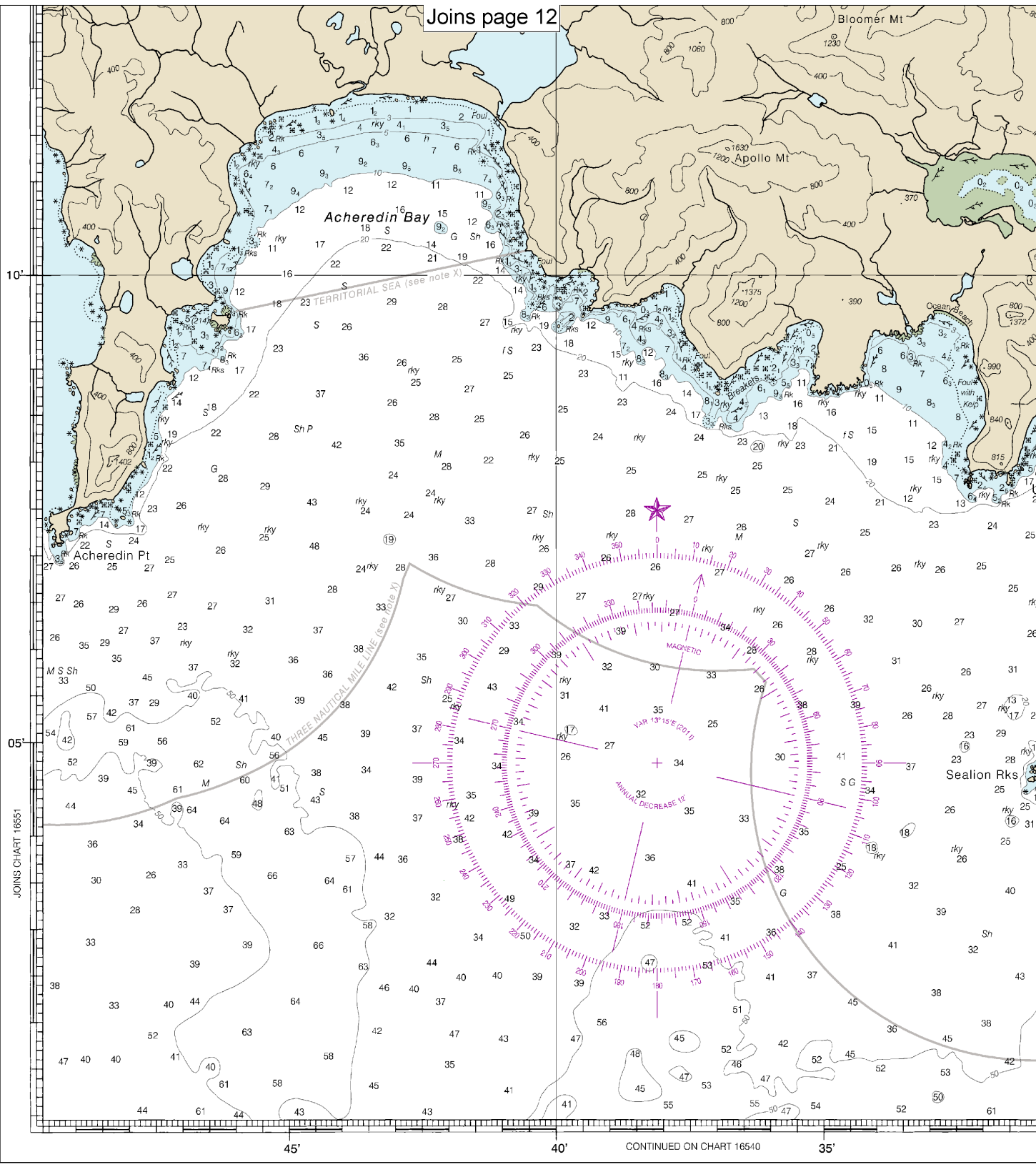
See Note on page 5.







Joins page 12



7th Ed., Mar. 2011

**16553**

Last Correction: 12/10/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOU**

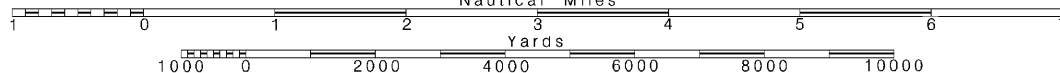
**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

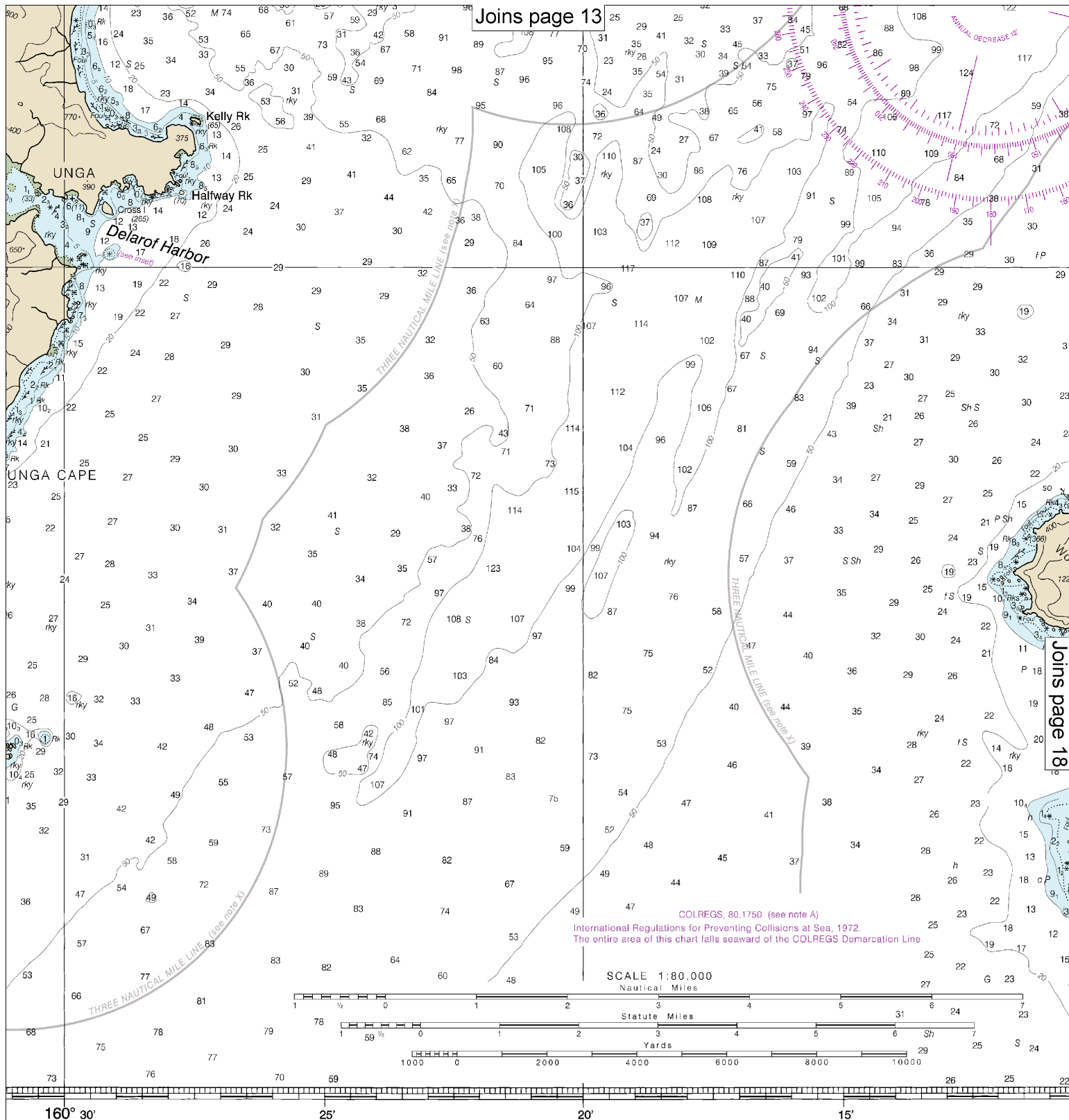
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Joins page 13

Joins page 18

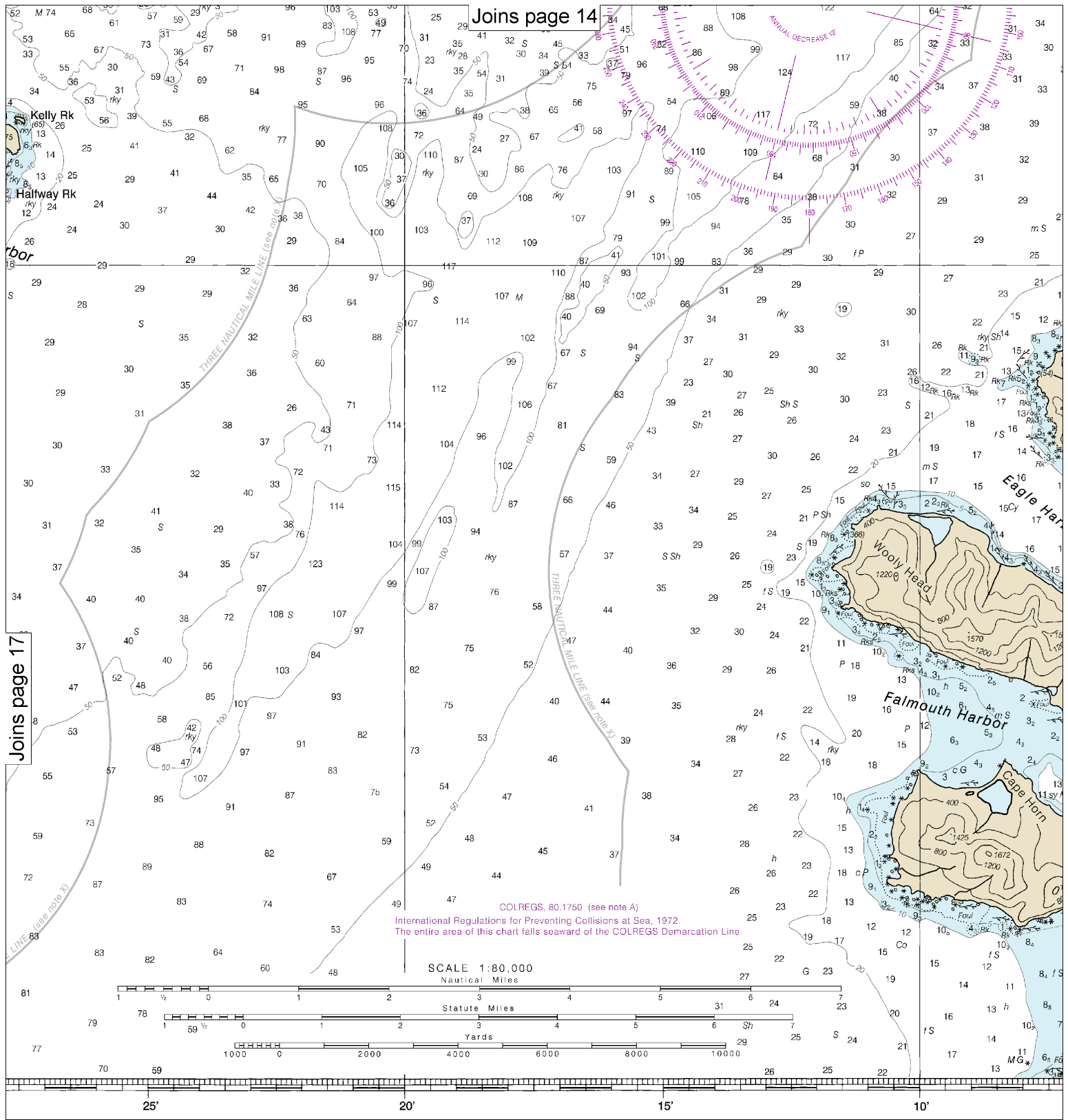


## FINDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY





# FATHOMS

11 FATHOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

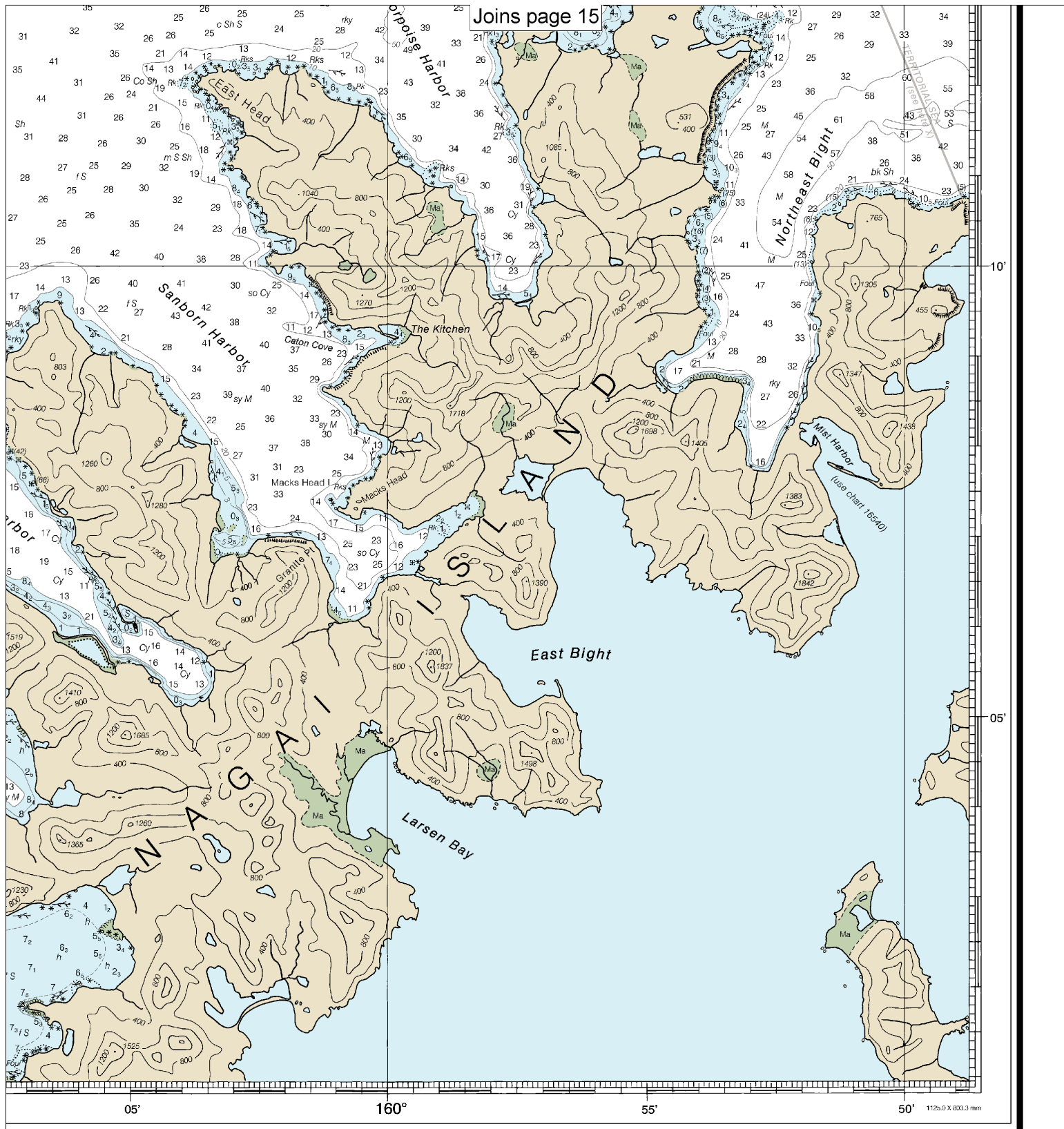
FATH
FEE
METS

# 18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:80,000—  
Nautical Miles  
Yards

See Note on page 5.



HOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
EET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
TERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Nagai Island to Unga Island  
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16553



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.